



City of Santa Barbara Planning Division

PLANNING COMMISSION MINUTES

July 16, 2015

CALL TO ORDER:

Chair Thompson called the meeting to order at 1:06 P.M.

I. ROLL CALL

Chair Addison Thompson, Vice-Chair John P. Campanella, Commissioners Jay D. Higgins, Mike Jordan, June Pujo, and Deborah L. Schwartz.

Absent: Commissioner Sheila Lodge was absent.

STAFF PRESENT:

Allison De Busk, Project Planner
N. Scott Vincent, Assistant City Attorney
Rob Dayton, Principal Transportation Planner
Derrick Bailey, Supervising Transportation Engineer
Victor Garza, Parking/TDM Superintendent
Julie Rodriguez, Planning Commission Secretary

II. PRELIMINARY MATTERS:

A. Requests for continuances, withdrawals, postponements, or addition of ex-agenda items.

None.

B. Announcements and appeals.

Ms. DeBusk announced the Planning Commission's decision on 3425 Sea Ledge Lane has been appealed to City Council and will be heard on August 4, 2015.

C. Review, consideration and action on the following draft Planning Commission Minutes and Resolutions:

1. Draft Minutes of June 11, 2015
2. Resolution No. 010-15
4 S. Calle Cesar Chavez
3. Resolution No. 011-15
3425 Sea Ledge Lane

4. Draft Minutes of June 18, 2015
5. Resolution No. 012-15
340 E. Los Olivos Street

MOTION: Jordon/Campanella

Approve the minutes and resolutions as corrected.

Commissioner Campanella requested that the Minutes of June 11, 2015 and Resolution 011-15 include clarification of 'dry season' in terms of specific months.

This motion carried by the following vote:

Ayes: 6 Noes: 0 Abstain: as noted Absent: 1 (Lodge)

Commissioner Pujo abstained from the Minutes and Resolution 012-15 of June 18, 2015.

- D. Comments from members of the public pertaining to items not on this agenda.
Chair Thompson opened the public hearing at 1:08 P.M. and, with no one wishing to speak, closed the hearing.

III. DISCUSSION ITEM

ACTUAL TIME: 1:10 P.M.

DISCUSSION OF A PROPOSED ON-STREET VALET PARKING ORDINANCE

The purpose of this meeting is for the Planning Commission to discuss a proposal to draft an ordinance regarding on-street valet parking operations. The Planning Commission's comments and recommendations will be forwarded to the Ordinance Committee. This topic is expected to be presented to the City Council in the fall of 2015.

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Derrick Bailey, Supervising Transportation Engineer, gave the Staff presentation. He was joined by Rob Dayton, Principal Transportation Planner and Victor Garza, Parking/TDM Superintendent. Rob Dayton explained the City's "Park Once" policy.

Chair Thompson opened the public hearing at 1:47 P.M.

The following people commented on the proposed ordinance:

1. Sherry Villanueva, Owner of The Lark and Lucky Penny in the Funk Zone, appreciated having a public forum for parking discussion. Parking is taken seriously by her restaurant businesses. She meets all city parking requirements. Her business

contracts with a valet service and rents three private lots that provide a total of 80 parking spaces. The restaurant covers valet parking for their guests, but opens up the valet services to non-patrons too. She has also initiated a bike parking corral for people to use. She thinks that their valet parking model works. Requested that the City work in collaboration with the business owners to solve parking needs of the public and meets the city's parking needs.

2. Katie Hay, The Lark and Lucky Penny Property Manager, stated that the restaurants are a good model for a valet parking program. She encouraged having the City develop a list of City-approved valet operators for business to choose from rather than a single operator. She is supportive of a Valet Parking Ordinance. The Funk Zone lacks a business improvement district that would help with supporting the construction of a multi-story parking lot at Garden Street and Cabrillo Boulevard.
3. Ken Oplinger, CEO, Santa Barbara Chamber of Commerce, is ready to work with the City on crafting a Valet Parking Ordinance. Concurs that The Lark/Lucky Penny valet parking model is one that can be used in the downtown area of Santa Barbara, such as for businesses on West Victoria Street. Making use of underutilized parking lots makes sense. The Chamber wants to be an active participant and help in crafting the ordinance.

With no one else wishing to speak, the public hearing was closed at 2:01 P.M.

Commissioner's comments:

Commissioner Jordan:

- Commissioner Jordan did not have an issue with using the street for car storage or the valet kiosk as long as the end result benefitted the general public. He preferred a combination of *Option D: Establish a Universal Valet Service* and *Option A. Prohibit On-Street Valet Parking Except for Special Event.*
- He agreed with Ms. Hay about not narrowing it to one valet service provider, but multiple providers. The City should take a role in picking out the valet parking kiosk sites, not the businesses, to start the valet experience that would benefit the "park once and stroll downtown" experience.
- He would incentivize the use of private lots, and penalize public parking lot use and street parking, but not prohibit it. Suggests providing a method that would incentivize finding evening parking lot use like the Funk Zone example given. Zones could be developed where the ordinance could apply and zones where it would not apply.
- Single non-reoccurring residential valet use should not be included in the ordinance, but should continue as a benefit.
- Use of valet services to support businesses located adjacent to construction projects where parking is impacted should be included.
- Commissioner Jordan defended the "Park Once" Policy philosophy with an example of parking downtown and what the absence of the policy could mean.

Commissioner Schwartz left the dais at 2:04 P.M. and returned to the dais at 2:06 P.M.

Commissioner Higgins:

- Commissioner Higgins stated that a “do nothing” option was missing in the staff report.
- He agreed with Commissioner Jordan in concept.
- He sees that we are heading toward *Option C, Establish a Valet Parking Program*. This does not necessarily conflict with the “Park Once” policy. We are talking about bringing people downtown in the evening and need to address the aging population that could benefit from this service.
- He stated that this is heading in the right direction in supporting downtown businesses. He supports the program in terms of on-street valet operational stands and storage. Relationship requirements and concurrence from neighboring business will play a large part in developing a valet parking program. For example, if the permit constitutes where you will store vehicles, such as if on-street, then it would be for a duration of time where there is no demand for that on-street parking. For the Funk Zone, that could be right above the freeway on Montecito Street. He supports use of public parking lots for valet parking with the issuance of a permit.

Commissioner Schwartz:

- Commissioner Schwartz appreciated that this item is before the Planning Commission. She does have an issue with valet stations being located in the public right of way, as that is a private use of a public space. She has considered the valet parking of cars in the public right away and finds it fair since someone would have parked their car in one of those spaces anyway to patronize a nearby business.
- She doesn’t want to complicate this or overburden the City or businesses. Stated that we need to be creative to manage the parking supply that we have. She asked that a collaborative look at combined real estate inventory be reviewed of available parking, so that business can encourage people to park at other private lots.
- She does not support valet operators monopolizing parking spaces or intimidating people into valet parking use.
- She does not support one universal parking valet operator for everyone or the creation of a monopoly. With a single provider, if there are enforcement issues, it can complicate compliance. We need competition.
- In terms of permitting, she does not think layering on enforcement is the right direction to go, and sets up a false expectation that the City will proactively provide monitoring and enforcement. This is not a prudent approach.
- She thinks that a pre-screened list of valet operators could reduce the need for inspections.
- She would advocate for the simplest type of permit that would address staff concerns, have minimal enforcement, and vet the valet parking operators up front.
- She asked that staff take into consideration how the ordinance would work with the certification of the Local Coastal Plan (LCP) in terms of timing.
- She believes that traffic safety is improved when the valet drivers know where to go to park, rather than searching on-street.

- Commissioner Schwartz said that we are backing into the “Park Once” policy in the Funk Zone with no blue print on how to achieve it.

Commissioner Pujio:

- Commissioner Pujio would like to see taxi services contacted for input, as she does not see that they have been included in the dialogue.
- She differentiated between areas where valet is a convenience vs. a need. The Downtown, Coast Village Road and Funk Zone all have parking challenges.
- She strongly agrees that we need to be careful with any of the options chosen or not chosen because we need to support the “Park Once” Policy. She agrees with the importance of the “Park Once” Policy.
- She does not agree that public infrastructure and right of way should be used for convenience services for businesses. Any use of the public right of way is going to remove public parking spaces.
- She is concerned with having a valet service usurp some public facilities for a private purpose, except if *Option D. Establish A Universal Valet Service* is properly vetted, then the use of the stations for valet service for any user could be a public benefit. She does support *Option D* if properly done. It could be done with more than one operator.
- She does like the concept of being able to drop your car off at one location and pick it up at another location. This supports “Park Once” Policy and fosters economic benefit to all business, not just the ones that support valet services.
- She does not support any of the other Options because of their use of public facilities. Any Option selected should use private lots.
- Hours of operation and cost should be regulated. The cost should not be less than the cost of parking in a public lot and parking your own car. Public lots should be lower cost than valet cost. The hours should extend to the latest hour that would allow someone to go from one business to another and not be forced to leave before a business closes.
- This should be one piece of a larger multi-faceted parking strategy. If we move forward with an ordinance, we need to recognize that there are other types of services, like taxis, shuttles, walking, and biking that need to make up the “Park Once” policy. She would like to know that if a valet service is proposed, it is proposed in conjunction with an overall policy in our impacted zones.

Commissioner Campanella:

- Commissioner Campanella supports *Option C. Establish a Valet Parking Program*, subject to licensing requirements.
- He likes the idea of licensing and insurance requirements. That way, revocation of the license is the ultimate enforcement. He asked that Staff include basic requirements that are not too restrictive but at the same time set the stage for reasonableness and cooperation.
- He supports valet stands on streets.

- He looked beyond “Park Once” to “Park Quickly,” which valet parking could help accomplish and be in line with our Climate Action Plan. Parking quickly reduces greenhouse gas emissions and reduces congestion.
- He is not in favor of rate restrictions, but is fine with other requirements in the program.
- With regard to public garage parking, he suggested looking at past and potential irritants and communicate them as part of the expectation during required licensing. There may be ways to address the current problems without restricting their use completely. He would think twice about eliminating public garages.
- Suggests staying flexible with the ordinance.
- He is OK with allowing use of on-street parking spaces by valet since it would primarily be at night, when those spaces could alternatively be occupied by one car overnight rather than turned over, but it should be discouraged. Encourage valet parking companies to find their own private lots.
- Overall, he finds valet to be a service to people and businesses.

Commissioner Thompson:

- Commissioner Thompson stated that the reason that this has come forward is due to complaints. All the illegal parking issues can be taken care of by parking enforcement from the Police Department and not necessitate a valet parking ordinance.
- “Park Once” examples apply to the Downtown area. The problems are at Coast Village Road and the Funk Zone where they do not have a public zone of benefit or public parking facilities. Therefore, the “Park Once” Policy is not really applicable to these areas.
- As pointed out by other Commissioners, many, if not all, of the valet operations are involved with restaurants for dinner hours and a lot of the “Park Once” issues go away at night if you are just going to dinner and not running a lot of errands.
- In the evening, there are no bicyclists on the bicycle lane on Coast Village Road.
- Not mentioned in the benefits section is that valet parking reduces individuals driving around looking for a parking space, which is a benefit in terms of traffic and circulation.
- In the Staff Report, it is stated that valet parking operations currently exist without any City consent or oversight, yet he feels that this is not necessary. For over 20 years, valet parking has evolved as mostly trouble free without any regulation. He does not think a new ordinance is justified if it is going to take budget and Staff time to enforce it.
- He agrees with Commissioner Higgins’ “do nothing” option. *Option C. Establish a Valet Parking Program* would be his next choice. The City doesn’t need to oversee everything that goes on.
- It is not an appropriate use of the public right of way if the valet company is charging the public to park on the public street, but if they are providing a service and the public can park anyway then he finds it is a valid use of the public right of way.

IV. **ADMINISTRATIVE AGENDA**

ACTUAL TIME: 3:00 P.M.

- A. Committee and Liaison Reports
1. Staff Hearing Officer Liaison Report
 - a. Commissioner Jordan reported on the Staff Hearing Officer meetings of June 24, 2015 And July 8, 2014.
 2. Other Committee and Liaison Reports
 - a. Commissioner Campanella reported on the Architectural Board of Review meeting of July 13, 2015.
 - b. Commissioner Campanella reported on the Historic Landmarks Commission meeting of July 15, 2015.
 - c. Commissioner Schwartz reported on the Water Commission meeting of July 13, 2015.
 - d. Commissioner Schwartz reported that she and Commissioner Campanella are in discussion with Senior Planner Jaime Limon regarding multi-family design guidelines.

V. **ADJOURNMENT**

Chair Thompson adjourned the meeting at 3:07 P.M.

Submitted by,



Julie Rodriguez, Planning Commission Secretary

